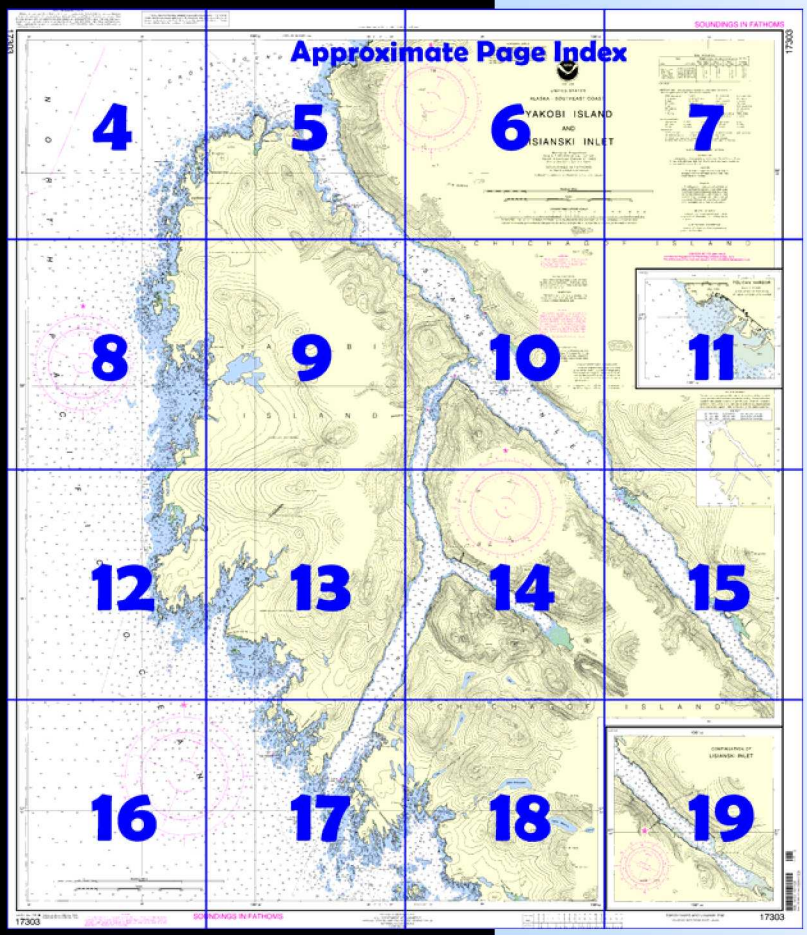
BookletChart™

Yakobi Island and Lisianski Inlet

(NOAA Chart 17303)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

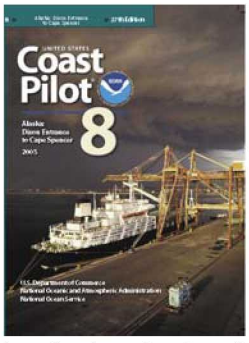
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 14 & 15 excerpts]

(12) **Glacial ice** in varying quantities is prevalent in Icy Strait and Cross Sound throughout the year. The ice comes from Glacier Bay, and most of it is usually found at Glacier Bay entrance and from there to Inian Islands. It is quite thick in Cross Sound, and ice has been seen 10 to 15 miles seaward of Cape Spencer and as far E as Point Augusta. The pieces are large enough to make them dangerous to navigation. Ice at times piles up heavily along the shore from Point Adolphus to Eagle Point.

(90) **Lisianski Strait**, between Yakobi Island and Chichagof Island, about 11 miles long and from 0.2 to 0.8 mile wide, follows a general NNE direction and connects Lisianski Inlet with the Pacific Ocean. The waters throughout the strait are generally deep, but the SW entrance is foul. From the SW end NNE, the strait is clear until 1.2 miles to the SW of the junction with Lisianski Inlet, where there are two small islands; the N is grass covered with a lone tree on it, and the S is rocky and wooded, with several rocks close-to. A light is about 100 yards S of the S island. Kelp extends from the islands to the Chichagof Island shore.

(16) **Cape Bingham**, the NW extremity of Yakobi Island and the SE point at the entrance to Cross Sound, is a low, irregular, rounding, wooded point with a gradual rise for about 1 mile to the interior. Numerous open glades occur in the vicinity. Low timbered islets and points extend offshore for a distance of about 0.4 mile.

(17) From Cape Bingham to Soapstone Point the shoreline is of a very irregular and broken character and presents an almost continuous line of perpendicular cliffs with numerous indentations and inlets, at the heads of which are gradual sand beaches. Numerous columnlike pinnacle rocks and small rocky islets mark the entire shoreline.

(18) **Soapstone Point**, on the W side of the entrance to Lisianski Inlet, is the extremity of a neck of land of bold appearance with a shoreline of steep cliffs. W is a small cove open and exposed and with depths of 8 to 9 fathoms at the entrance. E is **Soapstone Cove**, a narrow inlet that has at its head a valley with a stream. Depths shoal rapidly from 25 fathoms at the entrance to less than 1 fathom 0.5 mile within Soapstone Cove. In October 1978, an 8-fathom shoal was reported off the entrance to the cove, about 0.5 mile ENE from Soapstone Point. From the shoreline in the vicinity of the point the land rises rapidly and is generally timbered to elevations of about 1,500 feet. The bottom is very irregular for a distance of about 1 mile in a NW direction from this point. Rocks and kelp extend off the point.

(25) **Lisianski Inlet** follows a general SE direction for about 21.5 miles. There is temporary anchorage for vessels up to 150 feet long off the E side of Miner Island in 20 fathoms, rocky bottom, poor holding ground. The vessel swings to the current, and the effects of wind drawing through the channel are felt. Good anchorage and shelter may be had at the head of Lisianski Inlet in 15 fathoms, soft, sticky bottom. Small boats anchor alongshore where the depths are not too great, particularly in Mite Cove, off Miner Island, and off the flats alongshore.

(31) **Column Point**, the NE headland of Lisianski Inlet, receives its name from the columnlike masses of rock that extend from its shores. The shoreline is rough and broken and is marked by steep cliffs 20 to 100 feet high. The land E rises rapidly and is timbered to elevations of about 1,500 feet. Small rocky islets and rocks awash, marked by kelp, extend about 0.4 mile offshore, just inside the entrance to Lisianski Inlet. The W extremity of the foul area is marked by a buoy.

(32) The SW shore of Lisianski Inlet is bold, but broken by a number of small bights. **Mite Cove**, 2.5 miles from the entrance, is the best anchorage for small craft. **Mite Island** is off the NW point of the entrance. Kelp and rocks extend for about 50 yards offshore of the island. Depths of 13 to 20 fathoms were obtained in the channel SE of the island, while to the S depths of 5 and 6 fathoms were found. Protected anchorage may be had in 11 to 12 fathoms, soft bottom, in the center of the cove. There are several freshwater streams, and at the head of the cove and on each side are sand and gravel beaches. **Mite Head**, the SE point of the entrance, is marked by a light.

(33) A rock awash, marked by a daybeacon, is 350 yards off the SW shore about 3 miles above Mite Head. There is deep water between it and the SW shore.

(34) **Basalt Knob**, on the NE shore about 4 miles above Mite Head, is marked by a light.

(35) The NE shore of Lisianski Inlet from inside the entrance to opposite Miner Island is clear. The beach is rocky, and the land rises rapidly to mountain ridges, timbered to an elevation of about 1,500 feet. To the head of the inlet the shoreline is generally rocky with several islands and points with flats extending short distances offshore. The slopes of the ridges are moderate and heavily wooded. On the SW side the slopes are steep and the peaks are bare.

(36) **Pelican**, on the NE shore of Lisianski Inlet about 4.5 miles SE of Miner Island, is a community with a cold storage plant, a general store, and a restaurant. Lodging is also available in this community.

Table of Selected Chart Notes

Corrected through NM Mar. 20/04
Corrected through LNM Mar. 9/04

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Shoaling amounting to as much as 6 feet has been disclosed in several critical shoal areas from Cross Sound to Excursion Inlet. It is probable that the Alaska Earthquake of July 10, 1958 created these shoalings and others not yet discovered. Mariners are urged to use caution when navigating over or near critical depths.

2440 WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Althorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron	KZZ-87	162.450 MHz

Mercator Projection
Scale 1:40,000 at Lat. 57°58'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.355" southward and 6.621" westward to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Canoe Cove	(57°51'N/136°25'W)	10.1	9.2	1.3	-4.0
Stag Bay	(57°55'N/136°18'W)	10.2	9.3	1.4	-4.0
Miner Island	(58°01'N/136°20'W)	10.4	9.5	1.4	-4.0
Takanis Bay	(57°55'N/136°31'W)	10.1	9.1	1.5	-4.0
Cape Bingham	(58°05'N/136°34'W)	10.3	9.5	1.5	-4.0

(Dec 2003)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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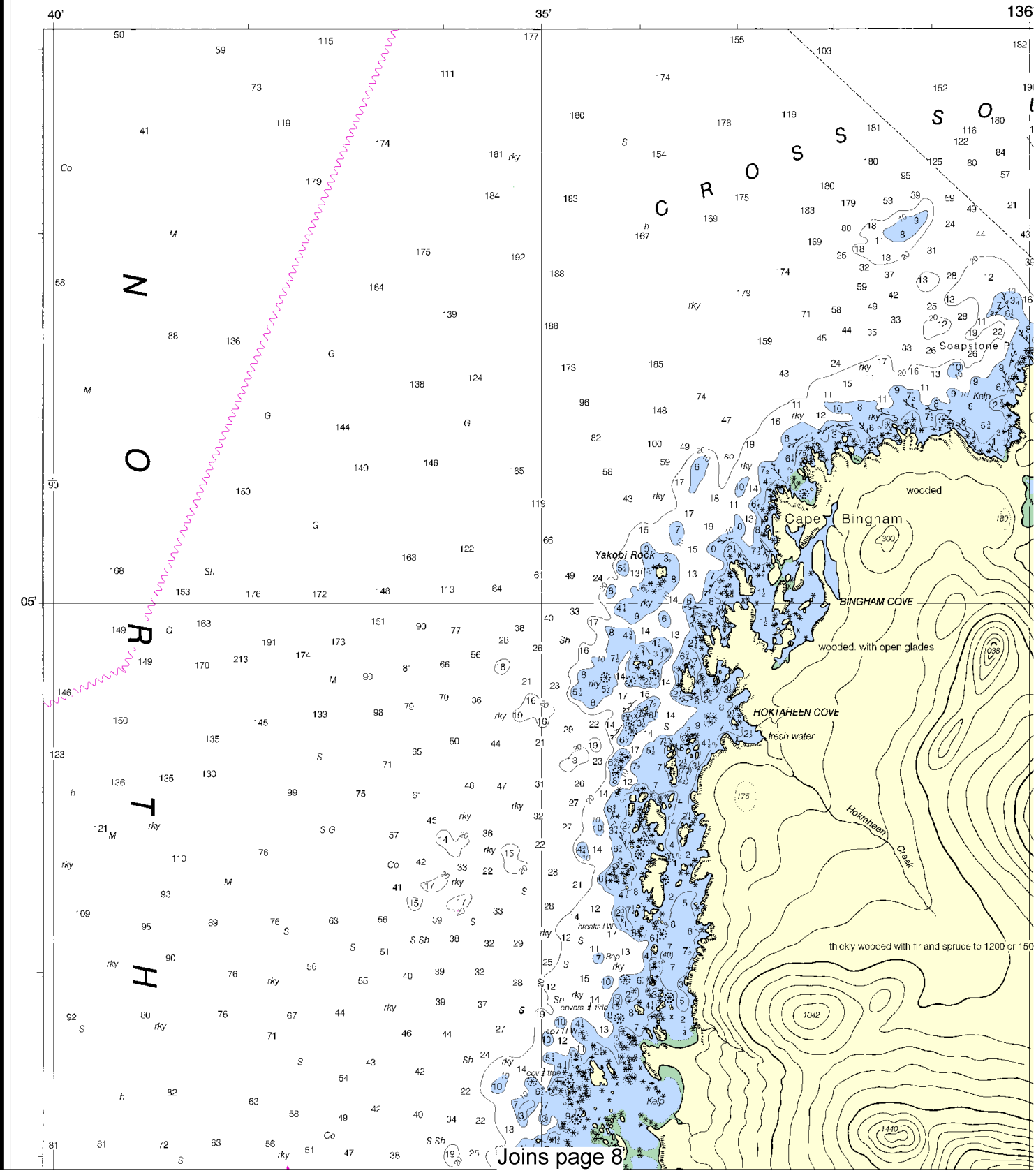
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

17303



4

North

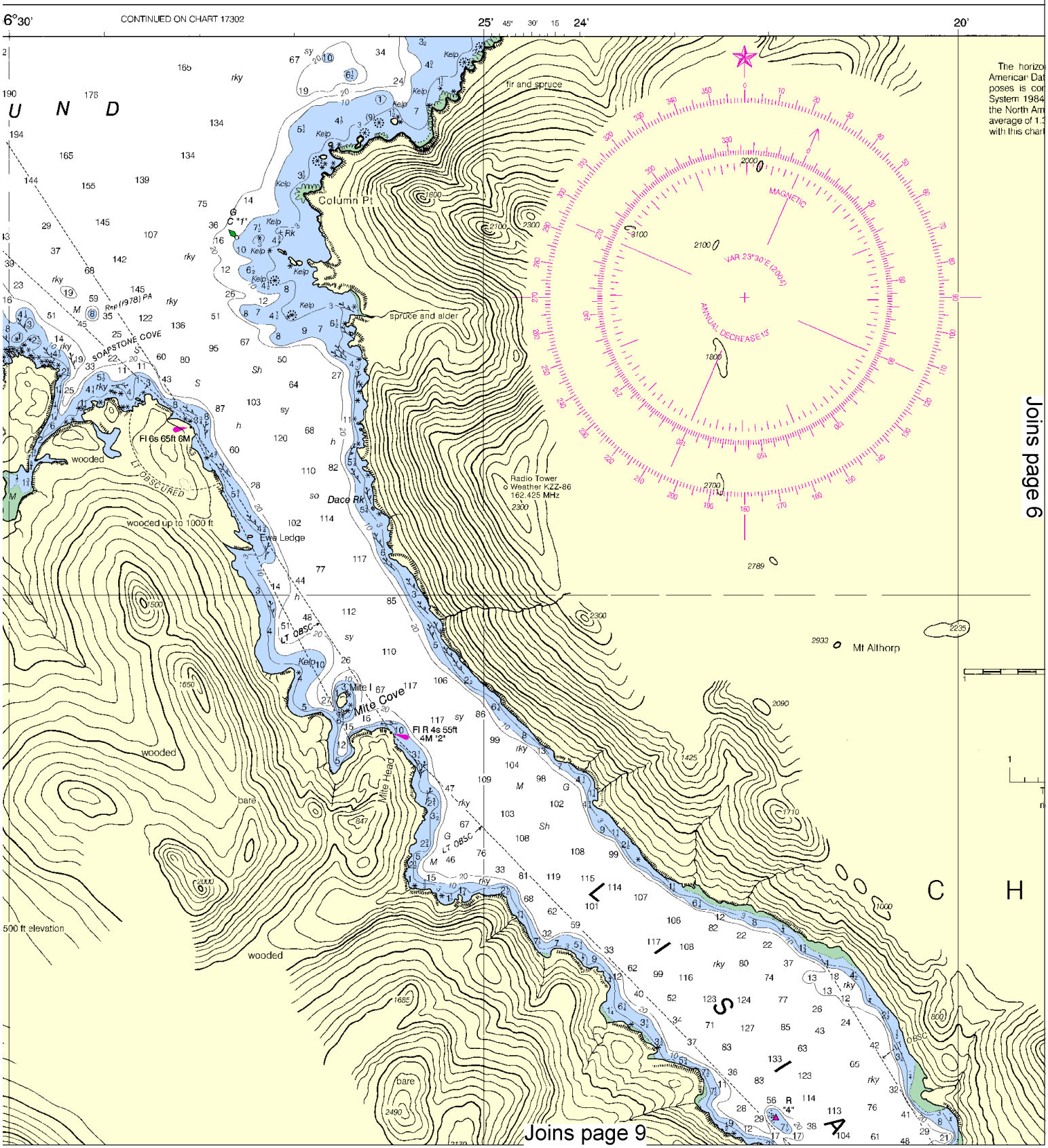
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

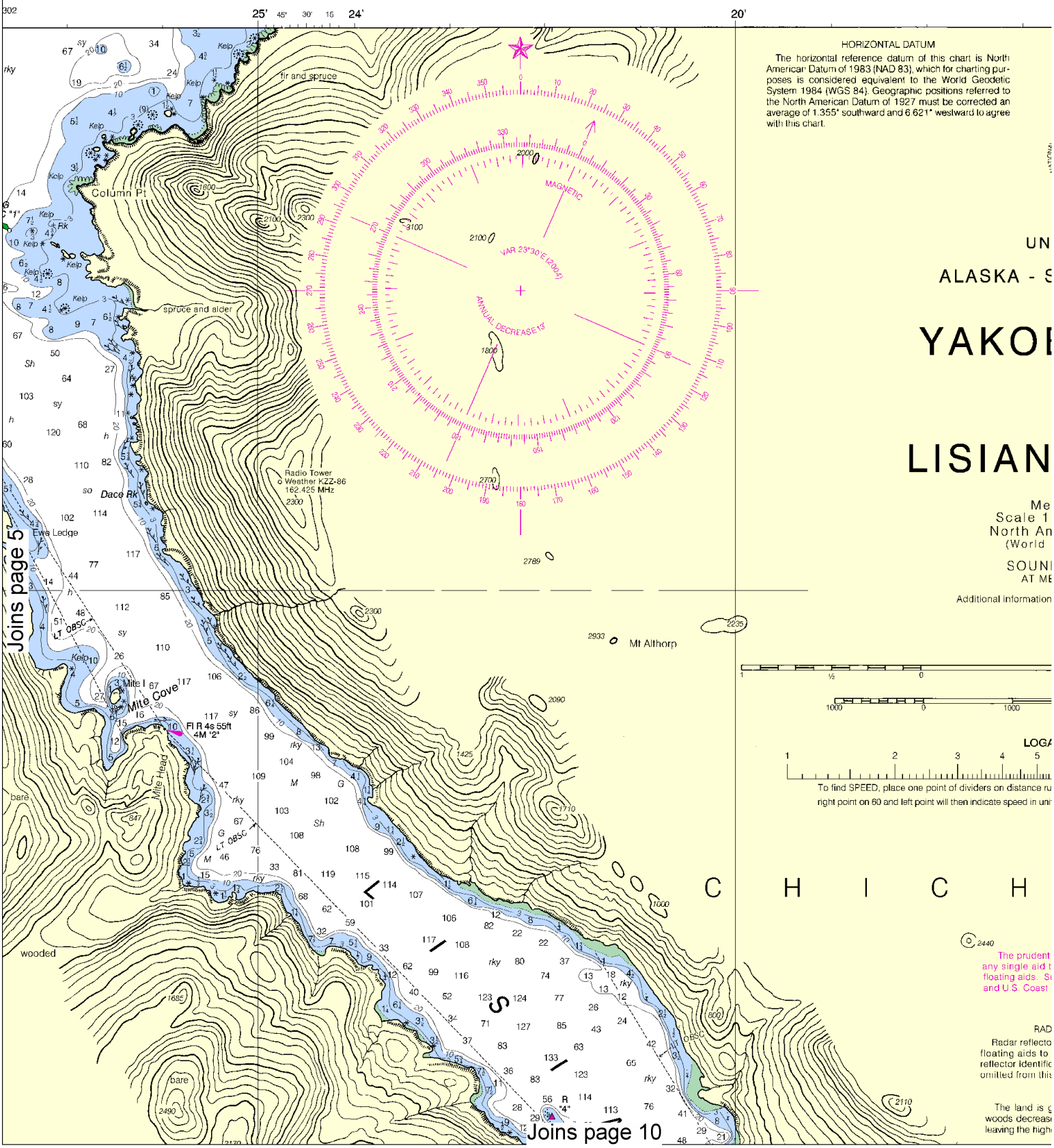
See Note on page 5.

Formerly C&GS 8260, 1st Ed., July 1929 C-1928-303 KAPP 2624



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8260, 1st Ed., July 1929 C-1928-303 KAPP 2624



North

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Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

SOUNDINGS IN FATHOMS

17303

136°15'

10'

NOAA

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

NITED STATES

SOUTHEAST COAST

BI ISLAND

AND

NSKI INLET

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(Dec 2003)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Submg submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Shoaling amounting to as much as 6 feet has been disclosed in several critical shoal areas from Cross Sound to Excursion Inlet. It is probable that the Alaska Earthquake of July 10, 1958 created these shoalings and others not yet discovered. Mariners are urged to use caution when navigating over or near critical depths.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

58° 05'

Nautical Miles
1 2 3

Yards
2000 3000 4000 5000

GARITHMIC SPEED SCALE
6 7 8 9 10 15 20 25 30 40 50 60

run (in any unit) and the other on minutes run. Without changing divider spread, place
units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

2680 2420

A G O F I S L A N D

Crag Mt 3260

WARNING

nt mariner will not rely solely on
d to navigation, particularly on
See U.S. Coast Guard Light List
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ADAR REFLECTORS

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VEGETATION

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gher elevations bare.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

KAPP 2625

14'

50" 40" 30" 20" 10"

40"

70 rky

7 70 42 18 54 15 73

Yards
100 50 0 100 200 300 400

SPIRE

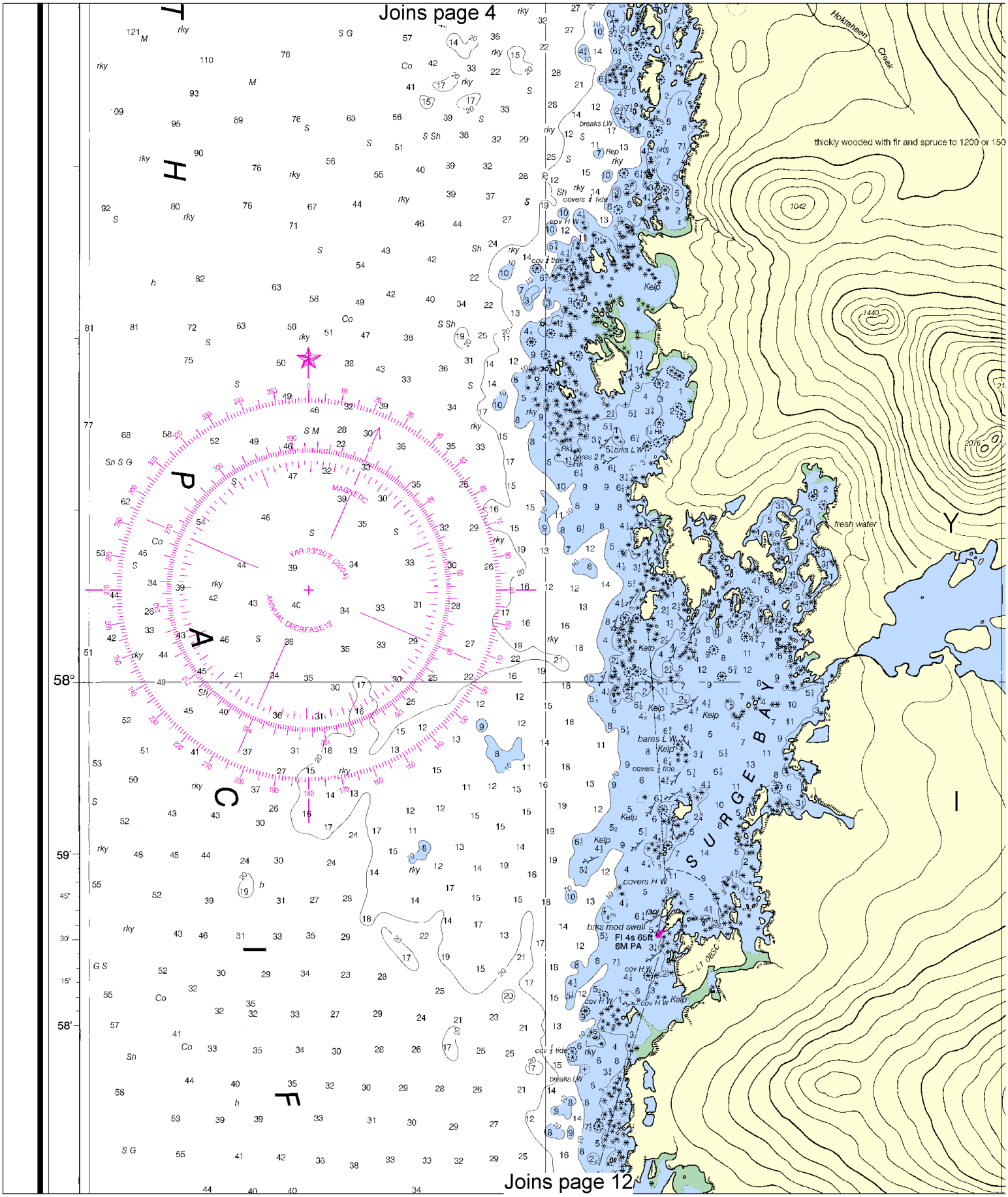
PELICAN

PELICAN HARBOR
Scale 1:10,000
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4610 11/16/2010,
NGA Weekly Notice to Mariners: 4810 11/27/2010,
Canadian Coast Guard Notice to Mariners: 0910 9/24/2010.

7



8

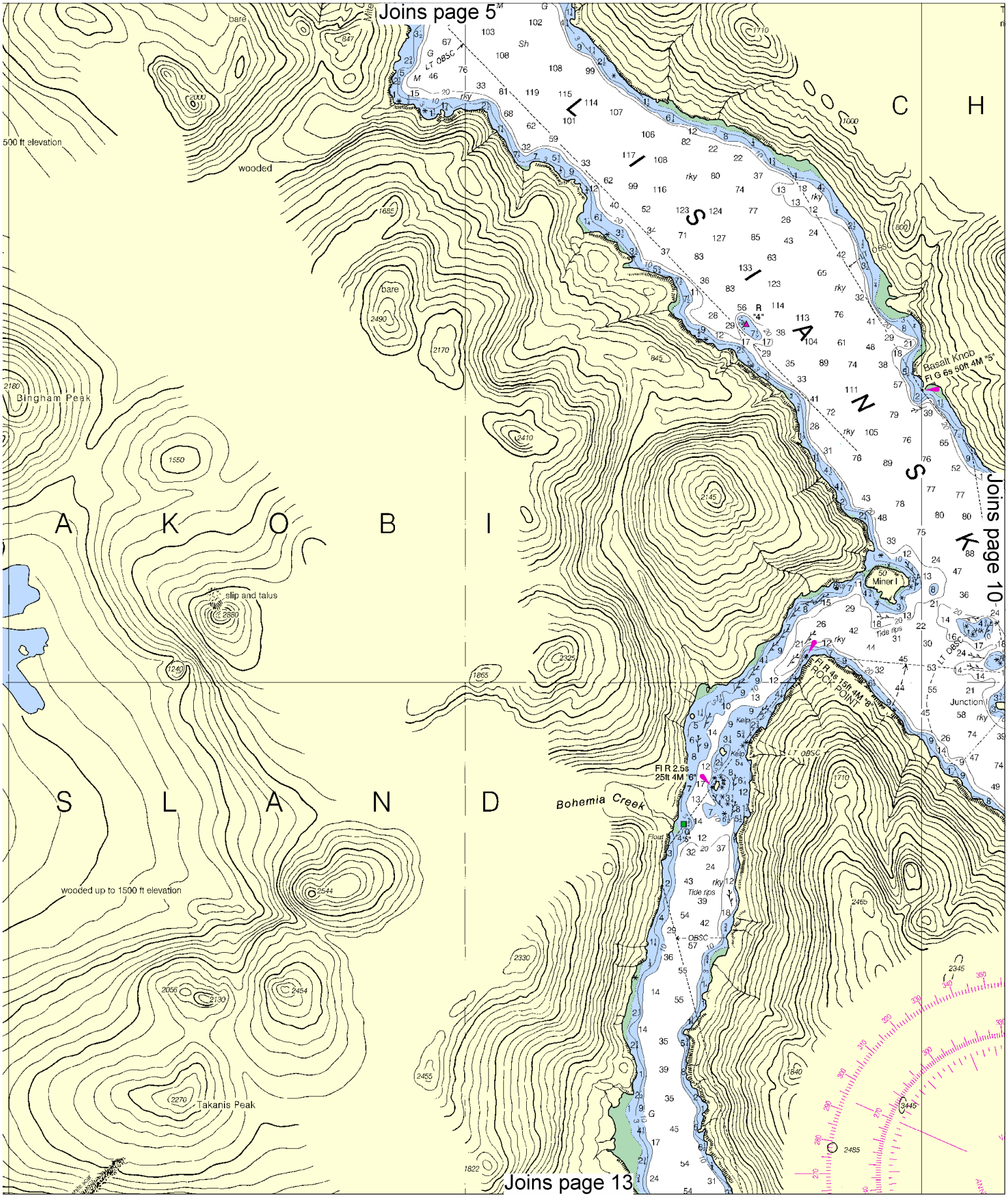
North

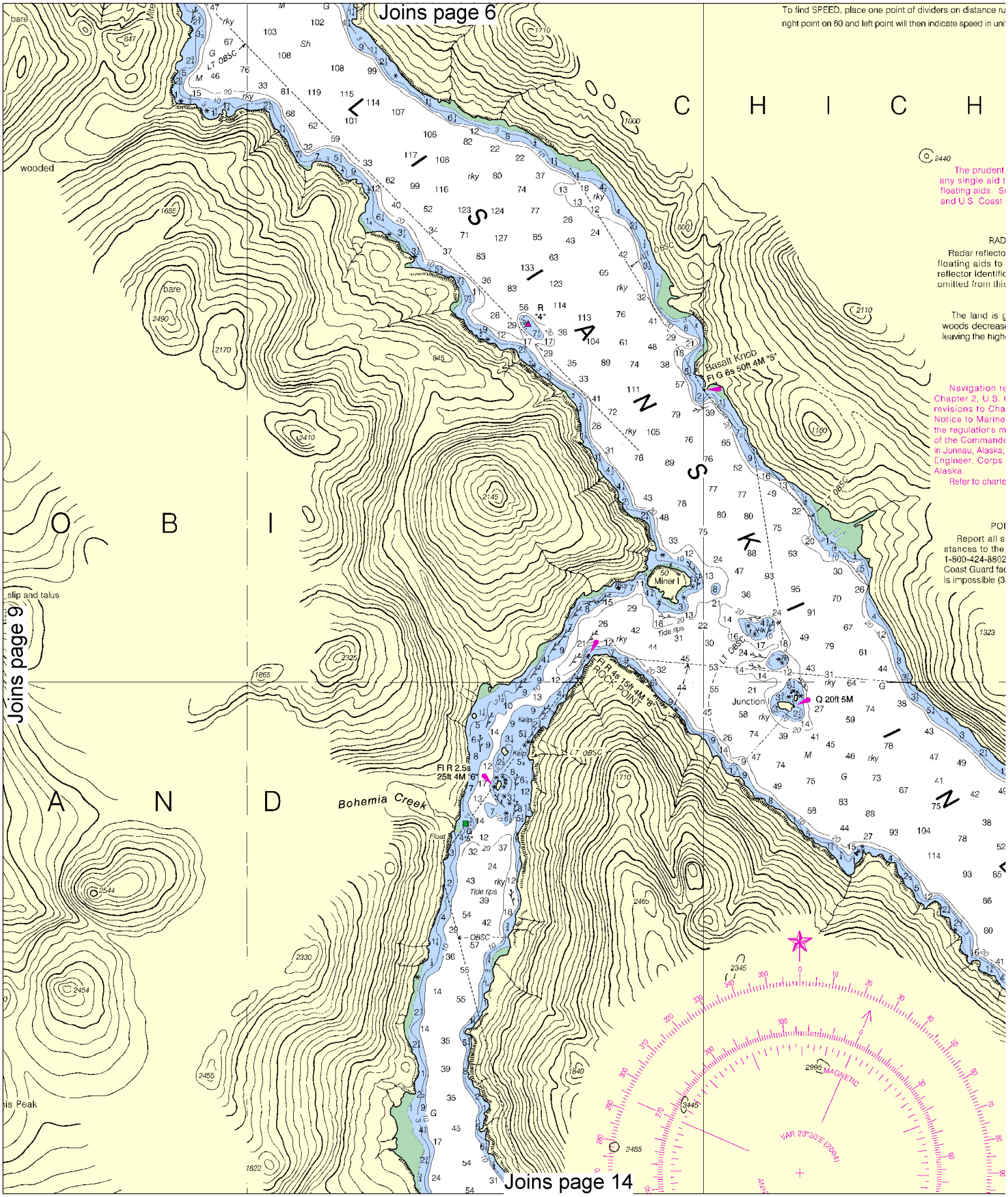
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
A K O B I
S L A N D
C H A N N E L
Bingham Peak
Takanis Peak
Basalt Knob
Fl G 6s 50ft 4M "5"
Miner I
Fl R 4s 15ft 4M "8"
ROCK POINT
Fl R 2.5s
25ft 4M "6"
Bohemia Creek
Junction
slip and talus
wooded up to 1500 ft elevation
wooded
bare
500 ft elevation
LT OBSC
Tide rips
Kelp
rky



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Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

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Joins page 7

navigation.

SUPPLEMENTAL INFORMATION

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2689 2420

A G O F I S L A N D

Crag Mt 3260

WARNING

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VEGETATION

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NOTE A

regulations are published in
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may be obtained at the Office
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COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

2790 2782

OLLUTION REPORTS

l spills of oil and hazardous sub-
he National Response Center via
02 (toll free), or to the nearest U.S.
facility if telephone communication
(33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Althorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron	KZZ-87	162.450 MHz

KAPP 2625

14' 50" 40" 30" 20" 10"

Yards 100 50 0 100 200 300 400

PELICAN HARBOR

Scale 1:10,000

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

PELICAN

SPIRE

Float

Ferry

Dolls

Seven Mile

Mud

Steven's Pt

Pelican Cr

Fl 4s 17ft 5M

Foul

Sh

Rk

M S

57°
57'30"

136° 14'

40" 30" 20" 10"

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B1 1990-1992	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage

B1 B1 B4 B4 B2 B4

59' 58' 57'50"

05' 45' 30' 58'00" 15" 55'

35' 136°30' 25' 20' 136°15' 10'

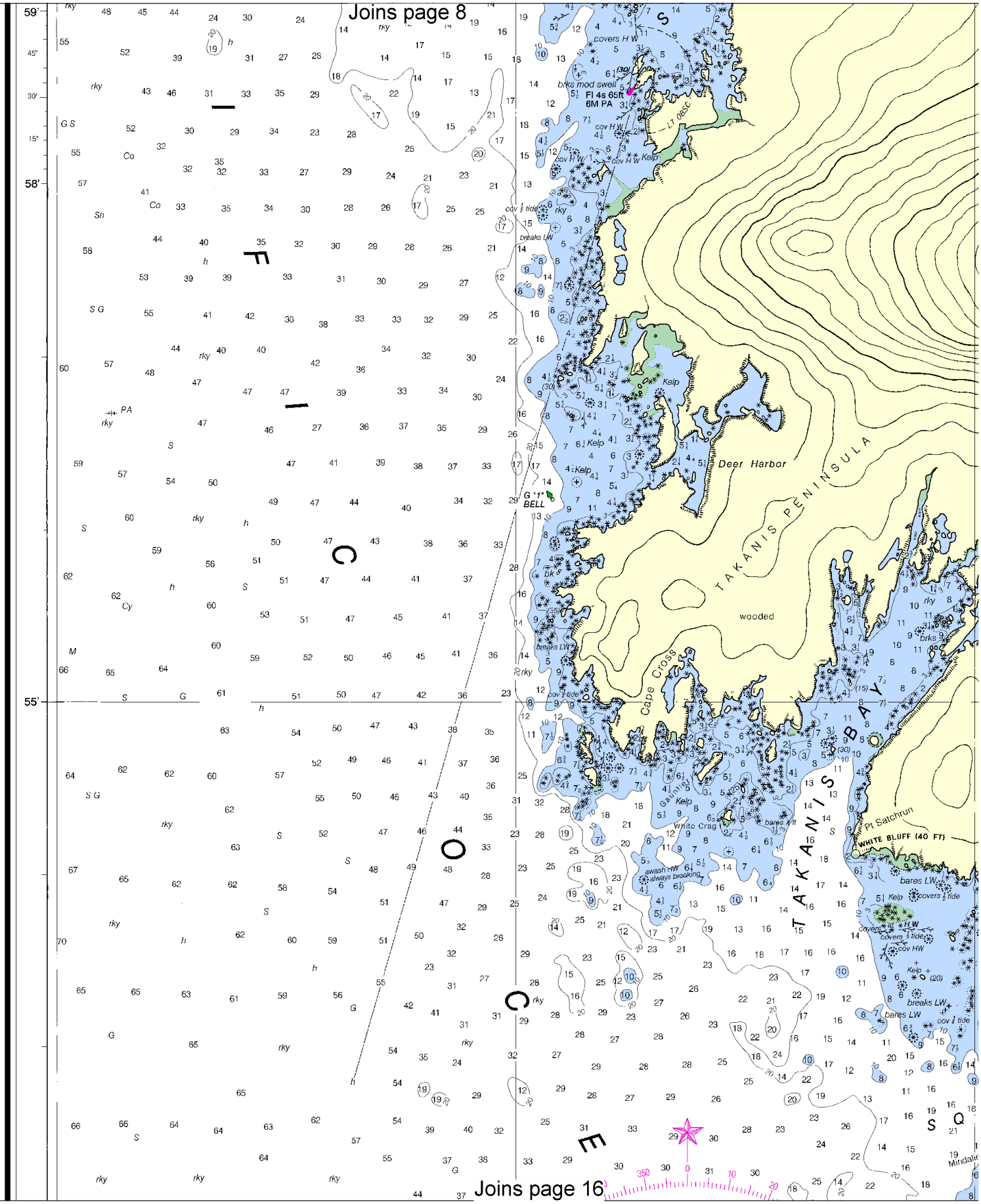
Pelican

SPIRE

Pelican Cr

Fl 4s 17ft 5M (use inset)

Joins page 15



North

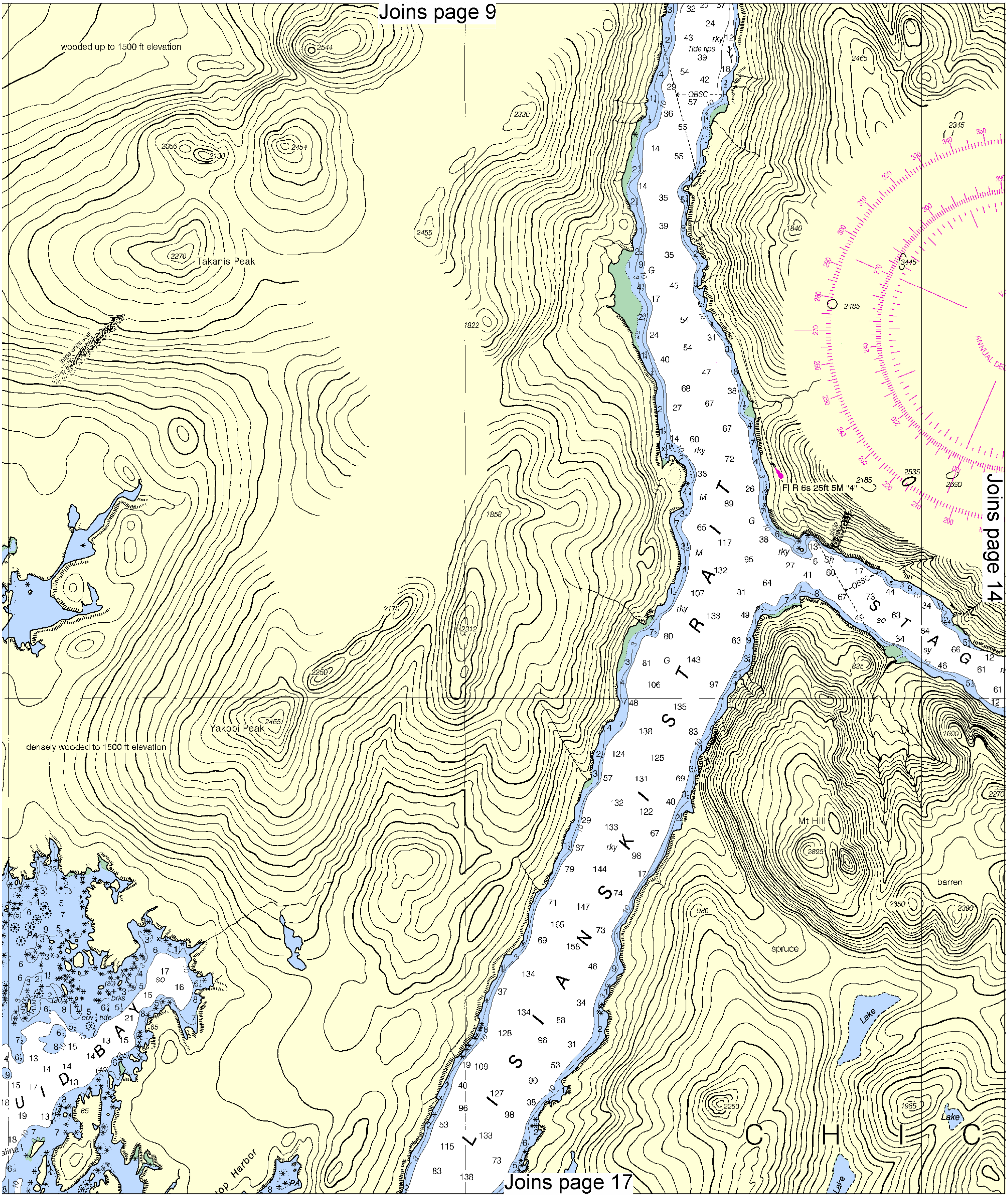
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

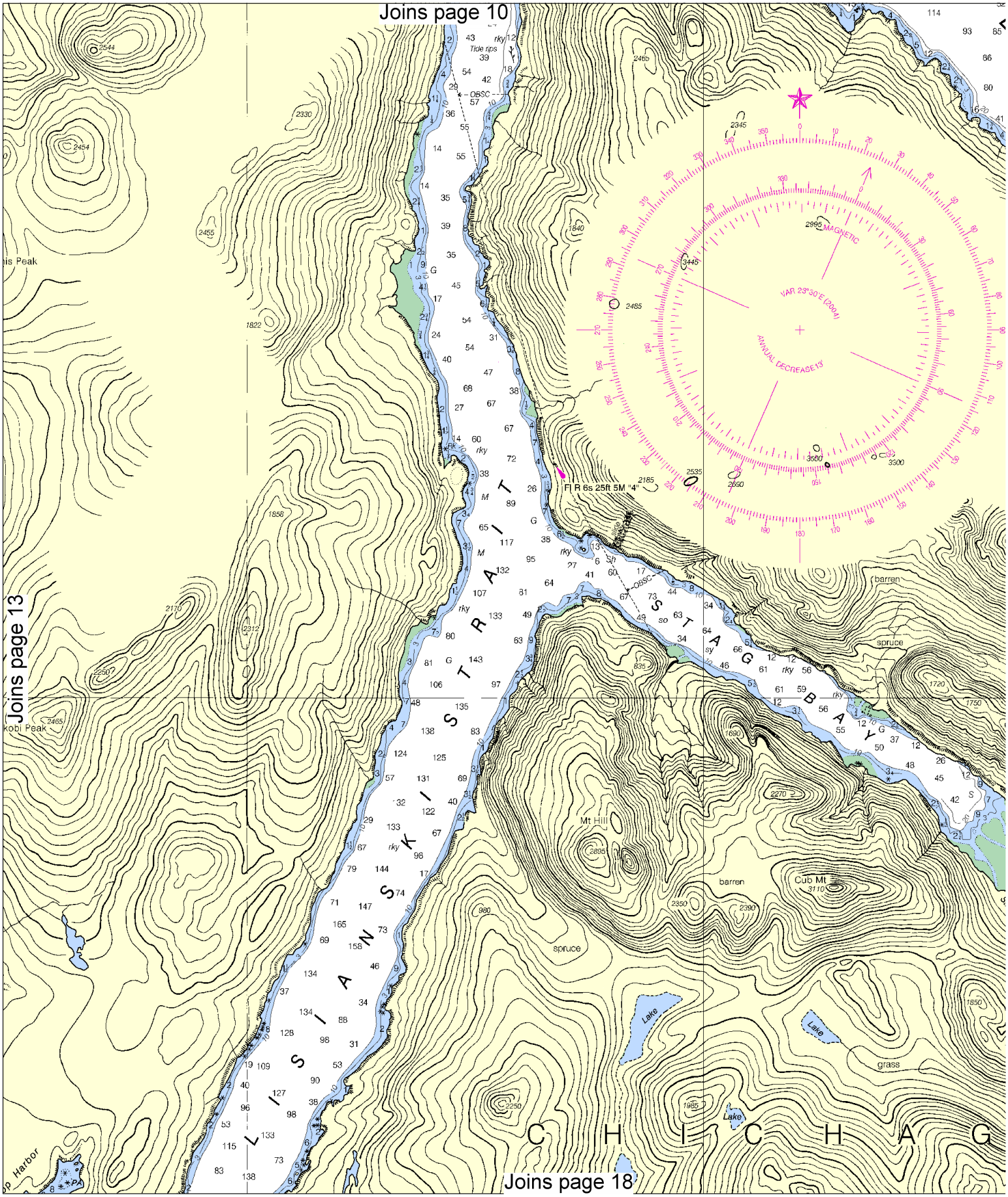
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9



Joins page 14
Joins page 17



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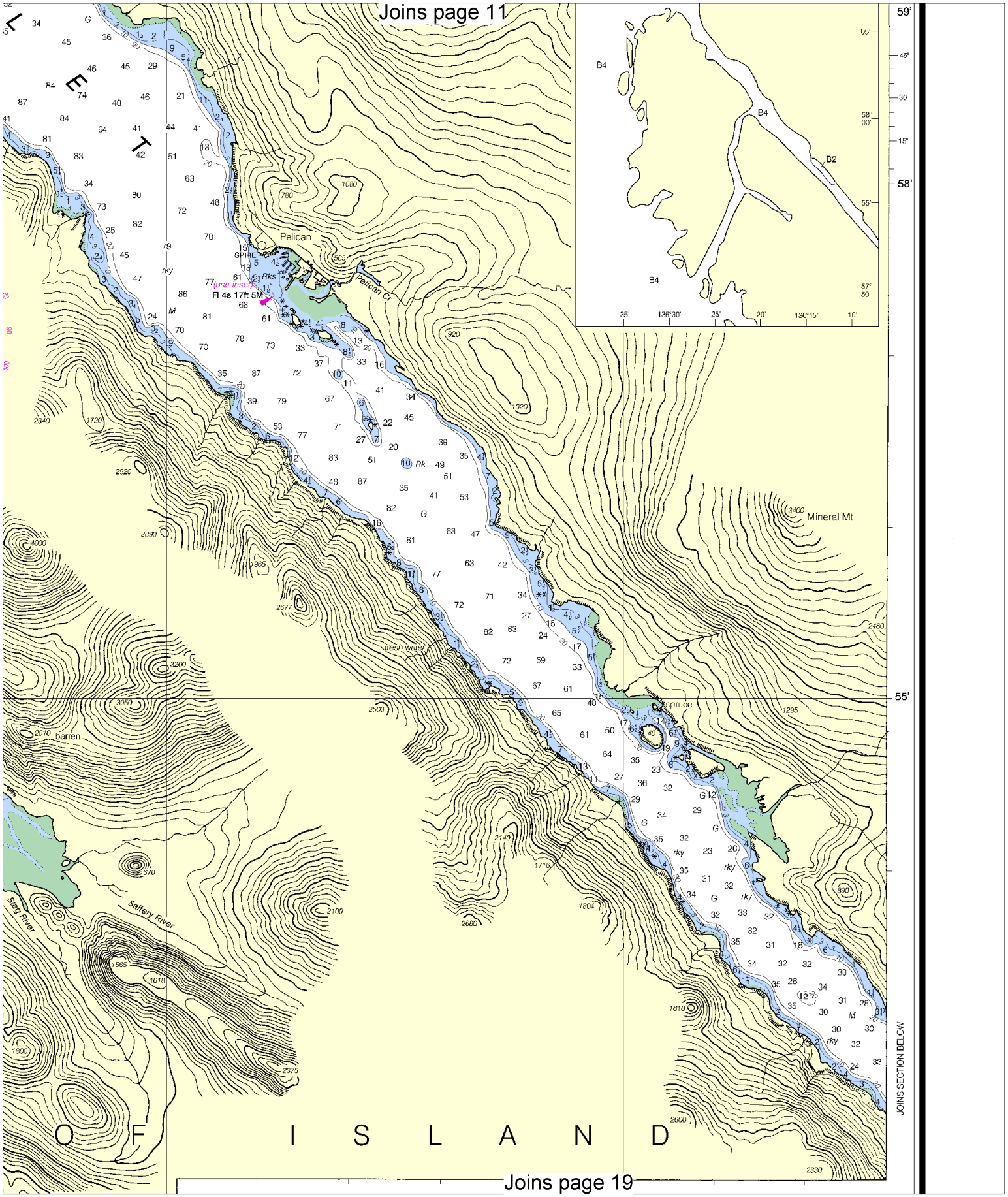
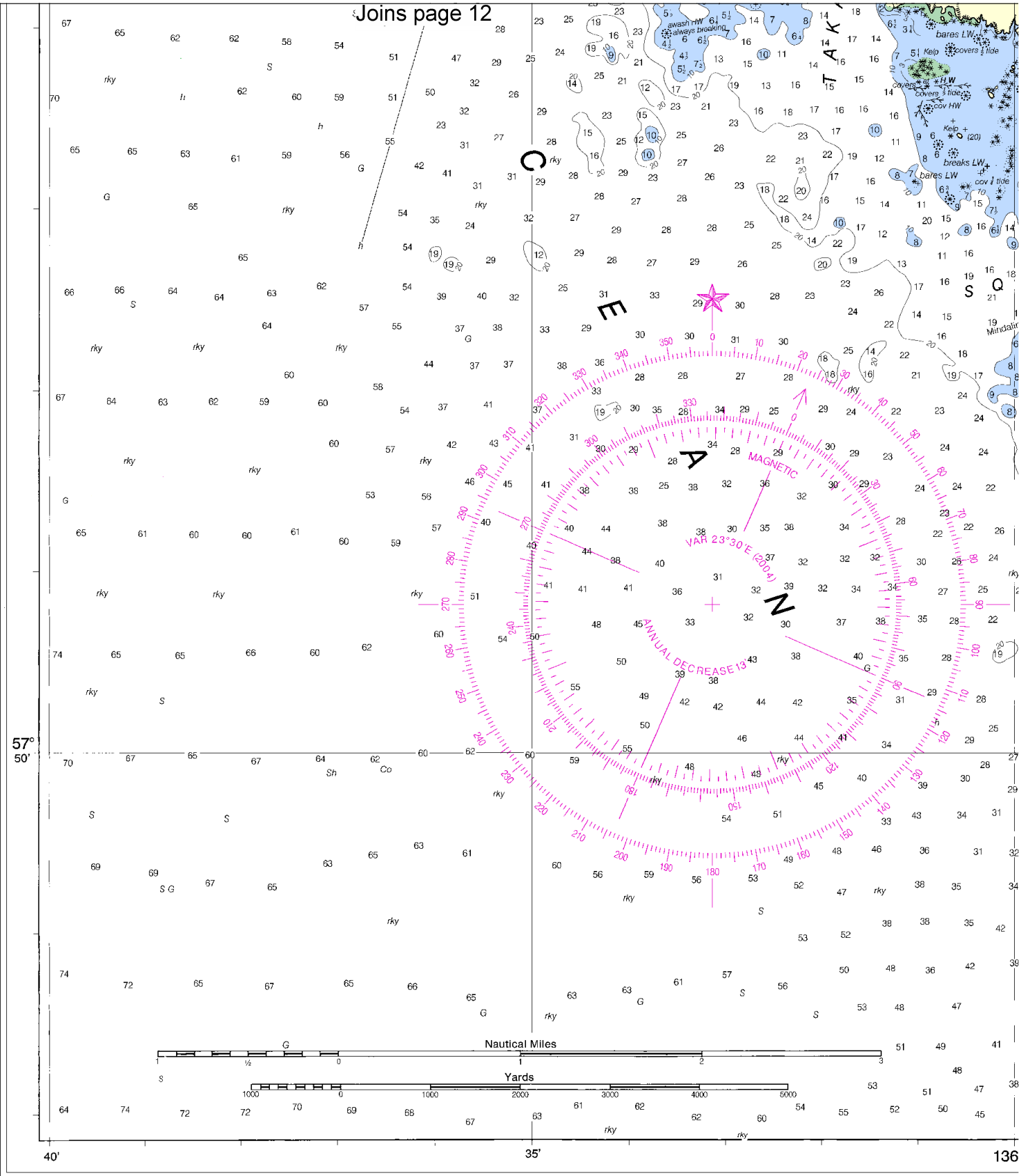
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
Pelican
Pelican Cr
SPIRE
Rks
(use inset)
Fl 4s 17ft 5M
B4
B2
Mineral Mt
fresh water
spruce
barren
Saltery River
Sitka River
O F I S L A N D
JOINS SECTION BELOW
Joins page 19
59'
58'
55'

Joins page 12



10th Ed., Mar./ 04 ■ Corrected through NM Mar. 20/04
Corrected through LNM Mar. 9/04
17303

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FA

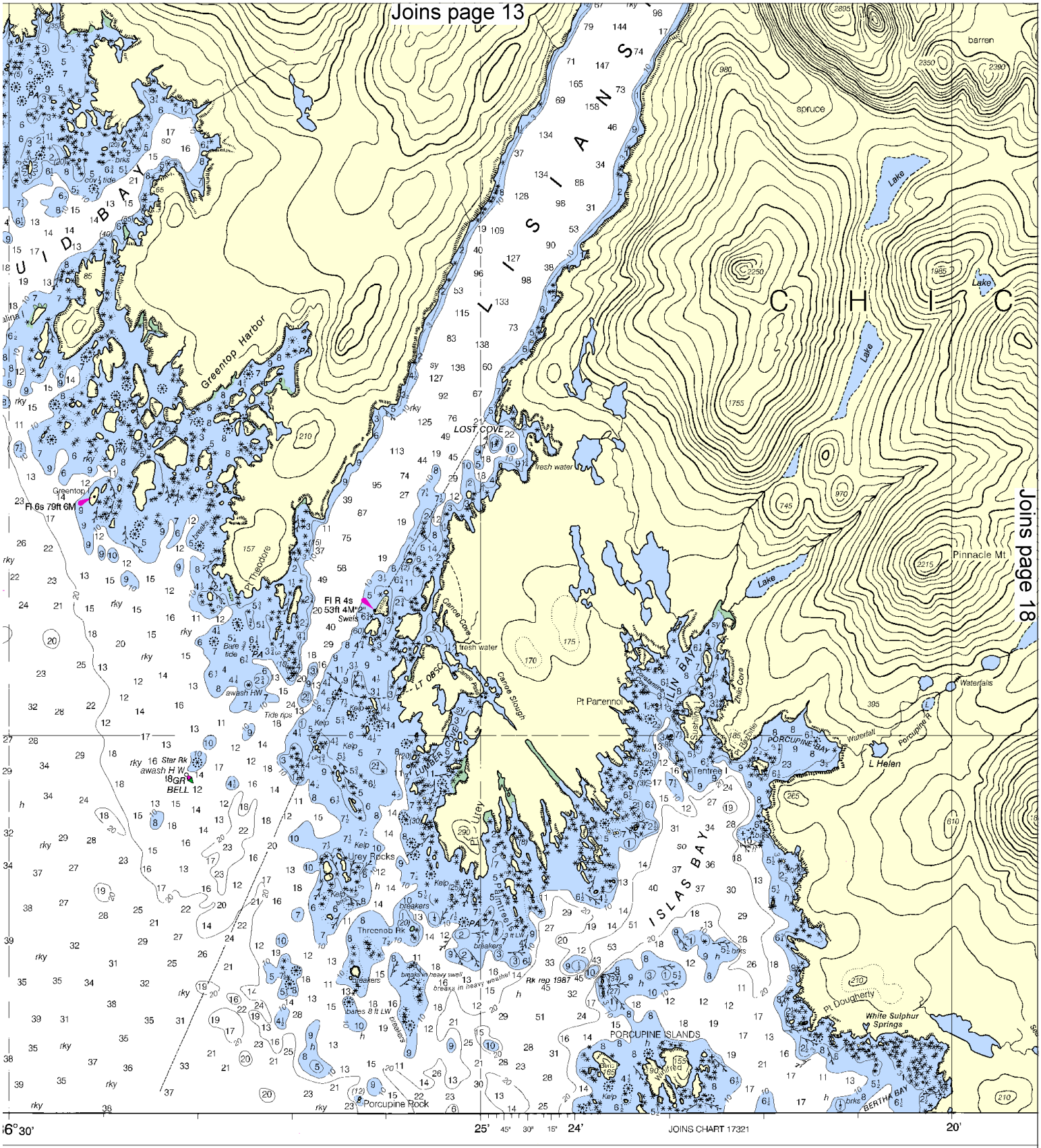
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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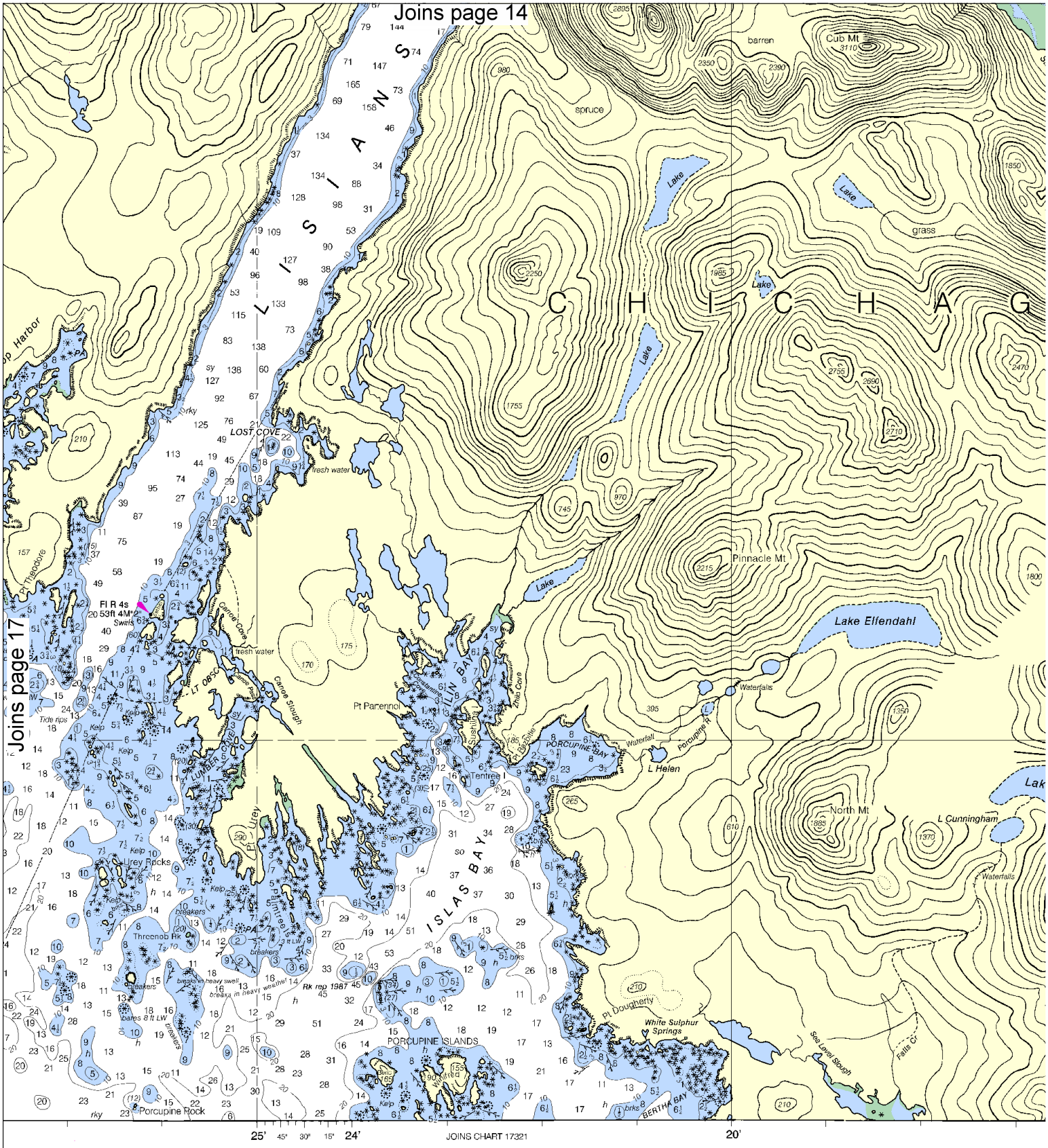
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

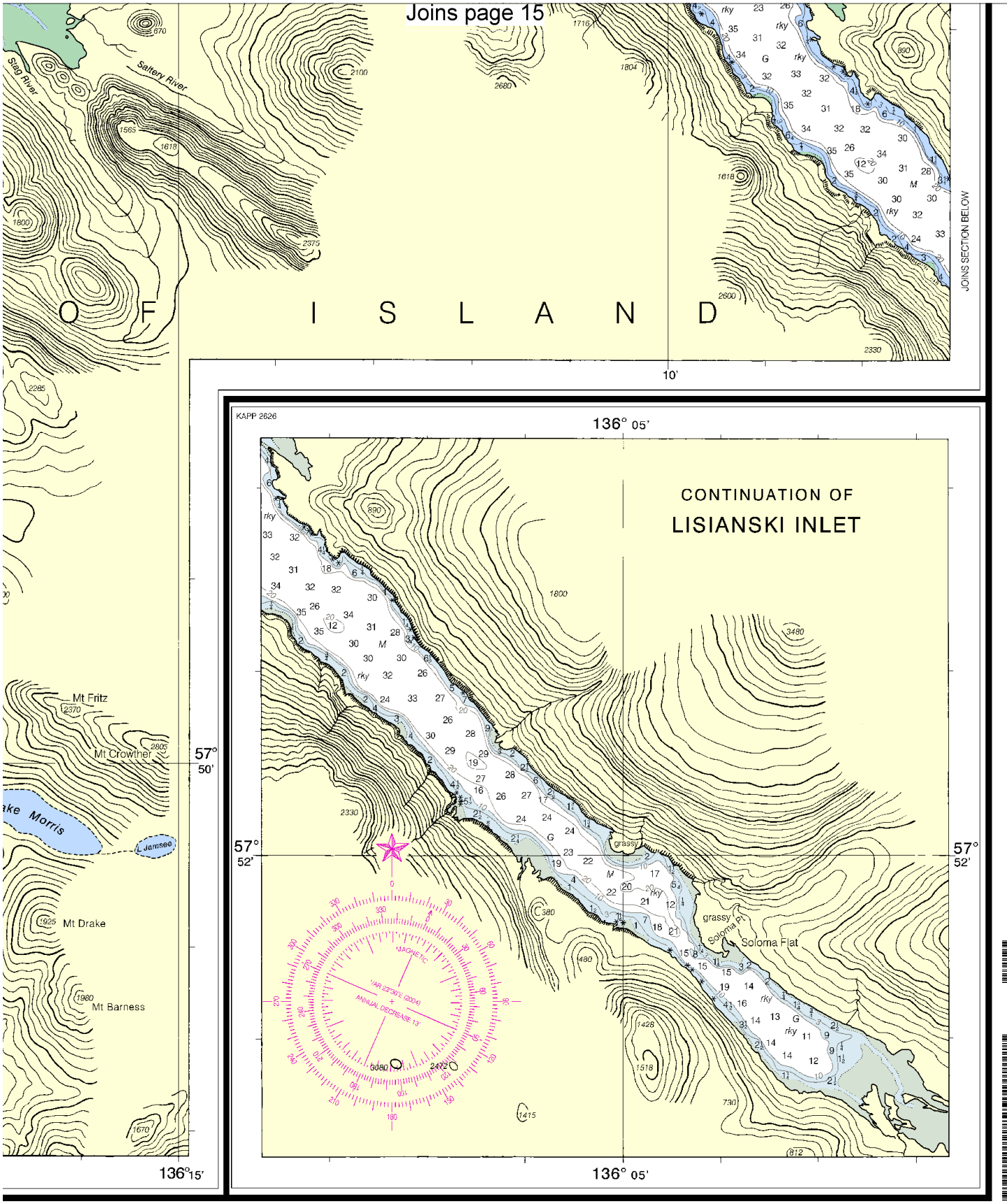
FATHOMS	1	2	3	4	
FEET	6	12	18	24	
METERS	1 2 3 4 5 6 7 8				

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



Yakobi Island and Lisianski Inlet

SOUNDINGS IN FATHOMS-SCALE 1:40,000

17303

ED NO. 10

NSN 7642014011426

NGA REFERENCE NO.17XHA17303

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.